

APRIL 2021

THE NATIONAL

Falcon NEWS

THE MONTHLY MAGAZINE OF THE FALCON CLUB OF AMERICA



ON THE COVER

Our cover photo is a “blast from the past” from the 2011 Heartland Regional in Overland Park, Kansas. The bright yellow reminds us it’s our first month of Spring 2021 and its time to get your Falcons out on the roads again. It’s time to hide your Easter eggs and celebrate warmer days ahead.

It is also a preview to an article in this month’s edition about the evolution of the Ranchero. This yellow bird is a 1965 Ranchero, but we do not know the owner. If you were at the Regional and you know this car, let us know who owned it and we’ll let you know next month!

EDITOR NOTE: Please send us your photos and stories so **your** Falcon can be featured in our magazine.

To access the magazine, technical articles, and membership directory, use password FCA1979!

IMPORTANT MEMBERSHIP INFORMATION

Now that the magazine will be delivered only digitally, it is essential that we have current email information for you to receive a link to each issue. Please be patient as we work out the kinks of this new delivery method. The link on the website at falconclub.com which is password protected will continue to be available. For inquiries or updates regarding your FCA membership—your address, email, phone number, etc.—contact membership@falconclub.com. To place a classified ad, email editor@falconclub.com. To submit FCA Regional event information, send information to editor@falconclub.com and admin@falconclub.com.

THE FALCON CLUB OF AMERICA, INC. is a non-profit organization dedicated to preserving the Falcon automobile built by the Ford Motor Company from 1960 to 1970. The FCA was founded by Roy Sword in 1979 and is incorporated under Arkansas state law. Yearly dues to The Falcon Club of America are \$30. (\$35 for Western Hemisphere, \$45 for international members offshore, payable in U.S. funds) and are payable to: The Falcon Club of America, P.O. Box 113, Jacksonville, AR 72078-0113. The National Falcon News is published monthly with information submitted by members.

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Jim Guthrie
FCA President

I talked with Wally Tirado last week about the upcoming FCA National Meet in Irving, Texas. He was quite enthusiastic and offered that hotel bookings are good, that Governor Abbott says that Texas is open for business, and that the schedule of activities and events is filling up. We are less than 100 days away from a gathering that I will never take for granted. If you are still on the fence, better get off and make those reservations for the hotel and be sure to send in your registration form. I look forward to seeing many of you whom I've had the pleasure of communicating with over the winter. Remember July 8, 9 & 10, in Irving, Texas.

The FCA officers have been meeting almost weekly of late to prepare for the National Meet and the coming year. Work is being done on a replacement for our Internet Director, website upgrades to include more technical information, a system that will recognize members without needing a password and a forum to make real time contact with other members. The future of our National News is being considered to name just a few. Additional revisions to the By-Laws are being reviewed for publication prior to the National Meet. Be sure to check the website periodically for updates on these issues, and of course please attend the Business Meeting on Saturday, July 10th during the National Meet.

We are still looking for a Recording Secretary. Please call me if you are interested,

Finally, those of you who can safely do so need get out there and enjoy your Falcons and Rancheros. Then send us an article you can share with the membership.

To our members in Tennessee, I hope you are safe and dry.

Practice good health habits, stay safe and take a kid to a car show.

Jim Guthrie (FCA #12897)
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OFFICER POSITIONS

Election of Officers takes place at the General Membership Meeting, held on Saturday of the National Falcon Meet each year. This year, that will be on July 10, 2021 in Irving, Texas. The positions that are nominated and voted on at that time are President and Vice-President. There is also normally one Board of Directors member that is open each year for a five year term. In 2021 we will have two Board member positions available. Due to the fact that the 2020 National Meet had to be canceled, the member whose term was ending, Richard Harrington, agreed to stay on for an additional year at the request of all officers. One position would be for the remaining four years of the 2020 term and one position for a five-year term. We would like you to think about and consider if one of these positions would be of interest to you or someone you know.

The Recording Secretary is currently vacant. Wally Tirado, our Internet Director, has also indicated that he will step down at the end of July. If you are interested in either of these positions, please contact one of the officers to discuss the position.

The description of the duties of these positions is as follows (taken from the FCA By-Laws):

4.5 Duties, Responsibilities and Powers of the President, Vice President, Recording Secretary are as follows and as set forth in more detail in the Officer and Director Handbook:

4.5.1 President

4.5.1.1 General charge and supervision of the activities of the FCA.

4.5.1.2 Improvement of the FCA through increased publicity, activities and status.

4.5.1.3 Coordination of the FCA functions with other clubs.

4.5.1.4 Promote FCA social activities.

4.1.5 Chair Officers' meetings and Business meetings.

4.5.2 Vice-President

4.5.2.1 Serve as an alternate for the President in the President's absence.

4.5.2.2 Assist in implementing FCA policy.

4.5.2.3 Chair special committees as appointed by the Board.

4.5.3 Recording Secretary

4.5.3.1 Prepare minutes of the FCA Business meeting.

4.5.3.2 Prepare minutes of the FCA Officers' meeting.

4.5.3.3 Maintain FCA Officer and Director Handbook and FCA records, other than those maintained by the Treasurer.

4.5.3.4 Prepare FCA correspondence as requested by FCA President or Board.

4.7 The Duties, Responsibilities and Powers of the FCA Board of Directors are as follows:

4.7.1 Manage the activities and affairs of the FCA and resolve FCA issues brought to its attention by the President or Vice President.

4.7.2 Hold annual, regular or special meetings. (Skype meetings are held monthly)

4.7.2.1 Plan and conduct annual meeting at the National Meet.

4.7.2.2 Ensure a quorum of a majority of Directors then in office is in attendance for conducting FCA business.

4.7.2.3 Select a chair and secretary for each meeting. The chair and secretary may be the same person.

4.7.2.4 President and Vice President shall attend Board meetings if they are available, but shall not be entitled to vote.

4.7.2.5 May conduct a Directors only meeting.

4.7.3 Grant or assign additional duties, responsibilities and powers to the elected, appointed and volunteer officers. These duties, responsibilities and powers may be enumerated in the Officer and Director Handbook.

4.7.4 Approve the terms and the form of contracts to be entered into by the FCA and contractors.

FINDING THE RIGHT FIT TO WORK ON MY FALCON

BY MIKE RYAN

One of my earliest car memories was my first ride in a two door sunflower-yellow 1958 Chevy Bel Air. While turning onto a freeway ramp I heard that unique Bowtie transmission whine as my sister's boyfriend punched it, filling my body with an addictive adrenalin jolt and I was hooked!

My second, and even more exciting car rush was in a 1964 Mercury Comet Cyclone, its wedge shaped body, a Hi-Po 289 and chrome-rim hubcaps. A friend of mine worked all summer in construction to buy one. We pulled up to a stop sign, he popped the clutch and burned rubber all the way across the intersection and I swore that someday I'd have one. But like most classic muscle cars, a real Cyclone was out of my budget; however its cousin the Ford Falcon wasn't.

As Mobile DJ "Mike on the mike," I've entertained at lots of car shows and my wife Cindy and I agreed that someday we'd have a hot rod and take it to car shows too. We found the perfect project, a 1964 Ford Falcon Futura in reasonably good shape, although it appears the former



owner painted it Ford tractor blue with a paint roller! Cindy wanted to do a more stock rebuild but I wanted a stick shift so we compromised; we'd keep the automatic (she's stick-shift challenged) and I'd get to soup up the engine.

First things first, I downloaded Hemming's Motor News "Collector Car Restoration Guide" and skipped through the chapters on Restoration Preparation, Fuel Systems, Suspension, Cooling, and Steering and focused on brakes which led me to Carroll's Brake Service in Alhambra, California.

Carroll's shop caught my attention not only because of the attractive and clean exterior and the stunning 1951 black Ford "F1" shop pickup in the front but also for the name Carroll's, a coincidence with my younger brother who spent 30 years as General Manager of Carroll's Tire Warehouse in the California San Joaquin Valley—no relationship to the brake shop ownership.

I stopped at the shop and introduced myself to owner Jason Carroll, the third generation Carroll to run it. In the 1940s Jason's grandfather Leo H. Carroll worked in the Long Beach California Naval ship yards and when the war was over he opened Carroll's Brake Service.

In the 1970s Leo's son, Jason's father, Leo H. Carroll Jr. took over the operation. Football fans may remember Leo Jr.; he was a defensive end with the Green Bay Packers and the Washington Redskins. He was drafted in the second round of the 1967 NFL Draft by... (wait for it) the Atlanta Falcons! Junior was savvy enough to foresee the oncoming wave of imports and expanded the brake service to include cars from Japan and Europe and the business grew.

In the 1990's Leo Jr. retired and passed the torch to his two son's Jeremiah and Jason Carroll who expanded the business by adding Anti-Lock, electronic brake and suspension service.

When Jason took over the shop he asked his father how he should approach car repair. Leo Jr. responded "What would you do if it was your car?" That prompted Jason to adopt his motto, "We service your vehicle as if it was our own and want to feel 100% confident that after it leaves the shop that every angle has been covered."

Back to our Falcon project. As I write this I'm waiting for my new disc brakes to arrive at Carroll's for Jason to expertly install them. He says he's done a lot of disc brake swaps and, while I originally wanted to do all four brakes, Jason recommended just changing the front to disc and leaving the shoes on the back. I figured he knew best and agreed.

Jason ordered my new disc brakes from 'Master Power Brakes' www.mpbrakes.com because he says they have "better quality controls in the overseas market."

I can't wait to get my new brakes so I can add some horse power to our little 260 V-8 and have the ability to safely slow it down on our the way to the next car show. As Jason warns, "you'll probably only drive a car once without good brakes."

If you're ever in Los Angeles, drop by Carroll's Brake Service at 2360 West Main Street, Alhambra, California. Look for the Lime Green building and shop pickup out front and tell Jason I sent you.

Carroll's Brake Service features three service bays, three brake rotor resurfacing lathers and a large majority of brake parts in stock. They are online at www.carrollsbrakeservice.com and can be reached by phone at 626-281-0993.

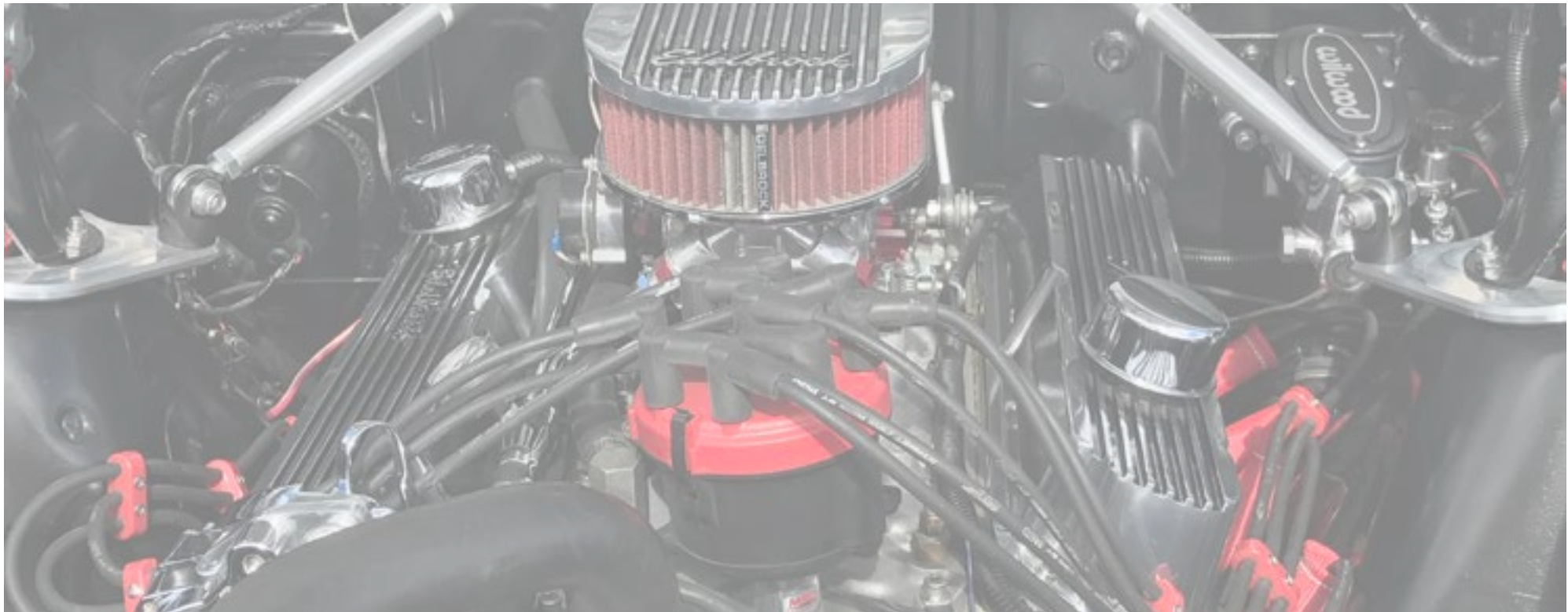
—Mike Ryan (FCA # 17671)
Pasadena, California

NEW OLD TECH

ANNULAR FLOW VENTURI DISCHARGE BOOSTERS

BY JIM DIZEREGA

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I own and drive three Falcons—a 1965 Futura with a stock 289 V-8, a 1964 Ranchero with a 302 roller cam engine, and a 1964 Sprint with a 347 roller cam engine. The Ranchero and the Sprint have run 500 cfm Edelbrock Performer four-barrel carbs for years. They ran well. The Futura had the original Autolite 2100 carb and also ran well.

With the Covid pandemic raging, I decided to spend some time in my garage and install a four barrel intake manifold and carburetor on the Futura and put a larger carburetor on the Sprint. I had a spare 600 cfm Edelbrock Performer carburetor that I installed on the Futura after putting smaller jets and larger metering rods in it. Conventional wisdom says that this carburetor is too large for a stock 289, but the engine runs well.

I had read good things about the Edelbrock AVS2 carburetor with annular flow Venturi boosters and decided to give the carb a try. There were three different size carburetors to choose from—500, 650 or 800 cfm versions. The 650 appeared to be the best choice for the Sprint's 347 cubic inch engine.

After installing the 650 cfm AVS2, I took a drive. The carburetor's throttle response was terrific. In my opinion, it compares favorably to fuel injection. I could feel the difference the first time I stepped on the gas. There is no hesitation or lag. I don't know if there is an increase in horsepower, but it might be because I went from a 500 cfm carburetor to 650 on a 347 cubic inch engine. The 500 was probably too small for optimum horsepower.

My experience with Edelbrock Performer carburetors has been they run too rich out of the box for Colorado's altitude. I believe Edelbrock's rule of thumb is that their carburetors should be calibrated 2% leaner for every 1,500 feet of altitude above sea level. The AVS2 can be calibrated like the Performer carbs by changing its metering rods or by changing both jets and metering rods. A calibration reference chart is available on Edelbrock's website that allows you to determine changes that need to be made because of altitude. I changed the metering rods, adjusted the idle mixture screws and idle speed and was good to go. The engine runs great.



Why does the carburetor perform so well? It is because of the annular boosters located in each of the primary Venturis. There are multiple discharge holes in each booster instead of a single hole. This causes better fuel atomization because of the extra holes and because the annular design creates more vacuum. Greater vacuum helps draw in more fuel efficiently. The annular boosters are not present in the secondaries because they are not needed at that point in the fuel cycle.

Why do I specify "old tech" in the title above? Ford patented annular discharge technology in 1957. It was found in the Autolite 4100 that was first used on 312 cubic inch Y-block V-8 engines that year. Thereafter, the 4100 was used on many of Ford's V-8s until being phased out in 1969. There was a special 4100 used on Ford's high performance 289 cubic inch engines that were installed in the Fairlane, Meteor, Comet, Mustang, and Shelby Hertz. The 4100 has been reported to outperform the 715 cfm Holley found on the Shelby GT 350. It also has been reported to have made cars run faster, get better fuel economy, and generate more horsepower. Pretty impressive. Autolite 4300 and 4350 carburetors were developed after the 4100 because of emissions concerns and were used in Ford products until 1978. These models also utilized the annular discharge technology. Holley used Ford's technology for years and eventually bought the design from Ford.

In my opinion, if you don't have an Autolite 4100 available and want a performance carb for your Falcon, Edelbrock's AVS2 would be an ideal choice. If you are "old school," there is always fuel injection. I believe the Bosch fuel injection was on some 1950s VWs.

— Jim diZerega (FCA #3520)
Ft. Collins, Colorado

STEVEN FRANZ SPRINT SPECIAL

Steven Franz (FCA #16836) of Grantham, Pennsylvania sent us a note about his 1963 Sprint Special.

"My 1963 Sprint Special has a 260 V-8, four-speed and I have owned it for 51 years, I proposed to my wife in the front seat of this car on Easter Sunday, 1971. I still have the vehicle AND the wife!!

In January 2021, it had a new paint job and all new interior. This picture was taken last fall after getting the car back on the road."



Maybe we can get a high-resolution version of the new paint and interior. We'd love to see the finished product.

THE EVOLUTION OF THE RANCHERO



We all are familiar with our Falcon Rancheros, but do you know some of the history that led up to the Falcon version of the Ranchero? Did you know the Falcon Ranchero, marketed 1960 to 1965, is considered the second generation in the Ford line of the Ranchero model? Did you know Rancheros were originally designed in Australia? Did you know that during its 23 years in production Rancheros were designed off of five different Ford automobiles?

The story begins in 1933 in Gippsland, in rural Victoria, Australia. A farming couple needed a vehicle for hauling pigs and a vehicle for date night, but could only afford one. The wife wrote a letter to Ford. "My husband and I can't afford a car and a truck but we need a car to go to church on Sunday and a truck to take the pigs to market on Monday. Can you help?"

The man in charge of Ford Motor Company Australia at the time thought Mrs. Victorian Farmer might be on to something. He passed the letter on to Lewis Bandt, a 23-year-old who made up Ford Australia's entire design team at the time, who ran with it.

Vehicles with wood or metal utility trays were available in the mid 1930's, the favorite being the Ford Model T. Bandt's "utility" vehicle was based on a steel-paneled coupe with real glass windows, the Ford Model 40. But, instead of just adding a steel-paneled cargo tray, Bandt blended the sides of the bed into the coupe body. This not only gave the vehicle a much more stately appearance, it also allowed for a little more cargo space behind the cabin. The design was completed in October 1933 and after finalizing the design with a pair of prototypes, the "coupe-utility" known as the "ute" went on sale January 23, 1934.



1933 Coupe Utility-jalopnik.com

First Generation (1957–59)

The Ranchero was the first postwar American vehicle of its type adapted from a popular sedan from the factory. It combined the sleek looks of a sedan with the utility of a light-duty pickup truck. This first generation of Ranchero's were produced from late 1956 to 1959 in Lorain, Ohio and Oakville, Ontario.

Introduced in December 1956, the Ranchero was based on the full-sized Ford platform—the short-wheelbase Custom sedan, two-door Ranch Wagon station wagon, and Courier sedan delivery. Essentially it was a Courier with an open, reinforced bed, its own unique rear window and integrated cab and cargo box. The Ranchero was initially offered in two trim levels, and throughout the model run, it was built on the corresponding automo-

bile assembly line, but sold as a truck through Ford's truck division. Based on the styling of the new longer, lower and wider '57 Ford, the suave new pickup caused quite a splash. Ford described the Ranchero as "having the ability to handle half a ton of cargo or an evening out with equal grace."

A basic standard model was marketed to traditional pickup truck buyers and the custom model added many of the options and accessories available. The models were badged with a stylized representation of a Longhorn as the symbol for the model located on the tailgate. Print advertising of the time played on the theme of the American Southwest that the Spanish model name and Longhorn symbol were meant to evoke, showing artistic representations of the vehicle being used in ranching and outdoor activities, proclaiming it as "More Than A Car! More Than A Truck!" The Ranchero was a hit with both the automotive press and the buying public, filling an untapped market niche for vehicles with the utility of a light pickup and the ease of operation and riding characteristics of a car. In fact, the Ranchero had a marginally higher cargo capacity by about 50 pounds than the half-ton F-Series pickup. In Canada, the Ranchero was also available in the Meteor line-up. Seat belts and padded instrument panels were optional.



1957 Ford Ranchero—Hagerty.com

Second Generation (1960–65)

The 1960s brought a need for a more practical, lighter, and cheaper truck which ushered in the second generation Ranchero. In 1960, Ford marketed the more compact "Falcon Ranchero." This new vehicle's standard powerplant was an economical 144 cubic inch straight-six. The two-speed Ford-O-Matic automatic transmission was offered between 1960 and 1963, or three-speed C4 Cruise-O-Matic could be ordered as could a three-speed manual transmission. The Ranchero had an 800-pound load capacity. Sales started strong for the compact Ranchero. During its first 1960 model year, Ford Motor Company sold over 21,000 Rancheros out of half a million Falcon automobiles. A total of 508,355 Ford Rancheros were produced during the model's production run from 1957 through 1979.

Starting in 1963, Ford rapidly ramped up Ranchero's relevance. There were two offerings in the line—Standard (body code 66A) and Deluxe (66B). The Deluxe package added brightwork around the window frames, the back of the cab, and the top of the pickup bed, a door-activated dome lamp, a cigarette lighter, and an additional choice of black or red vinyl upholstery. In order to accommodate the six foot long cargo bed in the Ranchero, the Ranchero's length was eight inches longer than that of the Ford Falcon automobile. Just six months later, for 1963½, the entire Falcon line blossomed, and Ranchero benefitted as well. The Ford Falcon Ranchero was a perfect fit for anyone who used their vehicle for personal transportation and also used it to carry moderate loads.



Second generation 1961 "Falcon Ranchero", owned by Eddie Chitwood (FCA #12736) of Warrensburg, Missouri

The bigger engine also required Ford to beef up the Falcon's underpinnings. The skinny four-lug, 13-inch wheels were replaced with heavier-duty 14-inch, five-lug wheels on the V-8 Ranchero. Drum brakes increased from 9 to 10 inches front and rear. Torque boxes were welded in at the front side rail/cowl intersection, plus side rails and rockers were made of heavier-gauge steel. A total of 18,533 Falcon Rancheros were built for 1963, with the standard trucklet outselling the Deluxe model by 2:1. For the 1964 model year, the entire Falcon line was redesigned inside and out. Sharper, more aggressive styling was in vogue; the pointy front fender edges and the stamped-in side contours that narrowed at the nose gave the feeling of rapid forward motion. The signature round taillamps suggested a jet aircraft's glowing afterburners. The indication of speed was very much in tune with the times, and also fed into Ford's "Total Performance" campaign. In 1965, the 289 cubic inch V-8 replaced the discontinued 260 and an alternator replaced the generator in all Ford cars. These vehicles were manufactured in Lorain, Ohio and Buenos Aires, Argentina.

The one popular option that had eluded the Ranchero up through 1965, was the inclusion of bucket seats. For all of the Falcon Sprints that had been treated to bucket seats and a console over time, somehow the Ranchero hadn't been allowed to have the same treatment. Finally, in 1965, Ford gave a special body code—66H—to the bucket-seat-equipped Rancheros. A total of 990 were built. The seats and console that appeared in the Sprint were now in the Ranchero, but for one year only.

Third Generation (1966–67)

The third generation Falcon Ranchero was basically a one-year model. The 1966 Falcon and Fairlane shared the same chassis. The 1966 Ranchero used the Falcon front clip, though late-1966 cars had the Fairlane clip with stacked headlights. 1966 was the final year the Ranchero was built on the Falcon platform.

The Falcon name was dropped for '67 and the Ranchero became the Fairlane Ranchero with a 113-inch wheelbase. Both three-speed automatic and three-speed manual gearboxes were offered, along with dual-circuit brakes. This was a well-received



1965 Ranchero owned by Robert Will (FCA #14625) of Yorba Linda, CA.

and unique one-year vehicle, with clean, straight lines, dual stacked headlamps, and plenty of power; the Ranchero had entered the muscle car arena.

Use of a dual-circuit braking system with a dual-chambered master cylinder was applied to all cars in 1967. Increased awareness of passenger safety resulted in such innovations as safety-padded windshield pillars and an unusual 1967-only safety pad which protruded from the center of the three-spoked steering wheel to a point just beyond the rim of the steering wheel. It was designed to minimize abdominal injuries in the event of a collision.



1966 Ranchero, owned by Phil Warren (FCA #1234) of Springhill, Kansas

Fourth Generation (1968–69)

When Ford added the Torino to the Fairlane line in 1968, it became the basis for the Ranchero. It offered Fairlane 500 and Torino GT options. It was longer and wider, with four horizontal headlights and four instrument pods with a clock/tachometer option. The body became angular and kept pace with the bold and dramatic styling of the time. The front of the grille was upright and easily recognizable. Safety requirements and government regulations were continuing to enforce new safety features on automobiles. As a result, the Ranchero now had wraparound front side marker lamps which were used as side reflectors and parking lights. When the headlights were on, the marker lights followed suit. The interior featured a four-pod instrument cluster which gave information about the coolant temperature, oil pressure, charging system, and warning lights. The more expensive trim levels had a tachometer while instead of a clock.

In 1969, Ford offered the Rio Grand, a special order and rare option on the Ranchero. It carried many of the features of the GT but offered in unique colors such as the Wimbledon White, Poppy Red, or Calypso Coral. There were around 900 examples of the Rio Grand produced. These high-performance options on the Ranchero added scoops, side stripes, vinyl top, bed rails, and unique wheel centers.

Fifth Generation (1970–71)

The fifth generation Rancheros are said to have a coke-bottle shape and a curved grille. The base engine remained the 150 hp, 250 cubic inch six-cylinder, but V-8 options included the 220/302, 250/351, and 290/351 V-8 engines, 265/390 V-8, and 335/428 and 360/428 Cobra Jet V-8s. In addition, two 429 Cobra Jet or Super Cobra Jet Ram-air engines offered 360 or 375 hp, with “shaker” hood scoops. A new Squire model featured woodgrain sides (like the LTD station wagon) and hide-away headlights were optional. The 1971 is distinguished by its grille, which is divided by a center section. Prior to 1970, no Ranchero had any interior badging identifying it as such. With the 1970 model came a “Ranchero” or “Ranchero GT” badge on the glove compartment rather than Fairlane or Torino badging.

Sixth Generation (1972–76)

In 1972, the Ranchero underwent a major styling change with an oval grille and heavier sculptured design on a separate frame. The Ranchero was offered in the 500 which was the standard trim, the Squire, and the GT. The GT was the sporty option while the Squire had a wood-paneled side, though it was not actually wood. The standard engine was a 250 cubic-inch six-cylinder unit. Larger engines were available, such as V-8 units. Horsepower was down from prior years, due to a lower compression ratio in order to comply with new emission standards.

Seventh Generation (1977–79)

When Torino production ended in 1976, the Ranchero was restyled on the 220-inch wheelbase LTD II frame. Ford emphasized luxury, but did offer a striped GT model. Engines included a 135-hp 302 V-8, 150/351 V-8, and 173/400 V-8. Ford saw the way the market was going and decided small light trucks were the wave of the future, beginning with the Mazda-built Courier pickup. This vehicle would be a “stepping stone” during which time Ford would develop their homegrown replacement, the Ranger.



1972 Ranchero—Mecum

Cars were getting smaller and increasing government restrictions, and requirements on a car-based pickup truck made such a vehicle less and less attractive from a manufacturing standpoint. Meanwhile, light trucks had to meet much less stringent requirements for emissions and fuel economy.

From 1973 to 1991, Ford Motor Argentina developed and sold a utility version of its own Ford Falcon called the Ford Ranchero. Unlike the American version, it was based on the four-door sedan model, keeping the front part "as is," and knocking down the rear half to make it a light pick-up. Two versions were available—a light one with a maximum load capacity of 1,025 pounds and a heavy one with a capacity of 1,245 pounds, both with 14-inch wheels. The first generation sold very well, and in 1974, exports began to Cuba. Later that year, it became the best-selling car in Argentina, with a total of 110,382 sold between 1973 and 1978. Production of the second-generation model lasted from 1978 to 1982, and production of the third generation lasted from 1982 to 1987. In 1987, the fourth and final generation was released and in 1988 a diesel model was added to the lineup for the first time, but it was discontinued as of 1989. Production of the fourth-generation Argentine Ranchero ended in 1991.



1979 Ford Ranchero GT—Mecum

BLAST FROM THE PAST

2011 HEARTLAND REGIONAL, OVERLAND PARK, KANSAS

PHOTO CREDIT TO PHIL WARREN

Since there aren't any regionals to cover and people miss seeing their friends after a year of no shows, we decided to add a section this month and relive an old one. The cover photo we used this month was a "blast from the past" from the 2011 Heartland Regional in Overland Park, Kansas. Here are a few more photos from that Regional. Enjoy!







Did you know?

THE STAINLESS STEEL CAR

In 1935, officials at Allegheny Ludlum Steel Division and the Ford Motor Company collaborated on an experiment that would become a legacy and a tribute to one of the most dynamic metals ever developed.

Allegheny Ludlum, a pioneer producer of stainless steel, proposed the idea of creating a stainless steel car to Ford. The idea took shape in the form of a 1936 Deluxe Sedan. That car became the centerpiece of a campaign to expose the public to the new metal and its many uses.

This is the 1936 Ford Tudor Sedan built for and owned by Allegheny Ludlum Steel. This is one of only four in existence, and is the only one currently in running and road worthy condition.

The jaw-dropping beauty offered here is one of that tiny production run. The car is in exceptional condition, with the interior and even the frame looking great. All four cars each had over 200,000 miles on them before they removed them from service.

These cars were built for Allegheny as promotional and marketing projects. The top salesmen each year were given the honor of being able to drive them for one year. The V-8 engine (max 85 hp) ran like a sewing machine and was surprisingly smooth and quiet.



The dies were ruined by stamping the stainless car parts, making these the last of these cars ever produced. The only privately owned example, it won two trophies at the Early V-8 Club Auburn 2009 event, first place at the 2009 Hershey AACA event and was nominated for the 2009 AACA Car of the Year. It was recently restored by Lon Kruger, one of the world's best restorers. The car utilizes the standard 221/85 HP flathead mated to a three-speed manual and working Columbia overdrive, and has been driven just 18 miles since its restoration. No costs were mentioned here!!

Special thanks to Eddie Chitwood (FCA #12736) for sending in this information.



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 falcontom@hotmail.com
 Meeting TBA

METRO DETROIT FALCON CLUB CHAPTER

Jerry Richards
 535 Indianwood Rd.
 Lake Orion, MI 48362
 248-770-5697
 richardsgw@aol.com
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 Livonia, MI. 48150. Meeting on the first Sunday of each month
 starting in February.

MID AMERICA CHAPTER — KANSAS CITY

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or view presenters screen with audio <https://join.freeconferencecall.com/kcfca>

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jyork@fuse.net
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Call for location.

COLUMBIA RIVER CHAPTER

Allen Shade
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360-225-7403
falconcomet@cni.net
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Benny's Rod & Custom Pizza Café
4219 NE St. Johns Rd., Vancouver, WA

GOLDEN GATE CHAPTER BAY AREA, CALIFORNIA

Ralph Garcia
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650-368-2841 / 650-281-3697
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Meet second Saturday of odd months

INLAND NORTHWEST CHAPTER ELLENSBURG, WASHINGTON

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gitanesteel@yahoo.com
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MONTEREY BAY CHAPTER MONTEREY BAY, CALIFORNIA

Taj Dufour
120 Via Vinca
Santa Cruz, CA 98060
831-332-9699
Meet second Saturday even months (Feb., April,
June, Aug., Oct., Dec.). For meeting time and
location, email montereybayfalcons@gmail.com.
Please see Facebook page, Monterey Bay
Falcons, for additional information.

RAINIER FALCONS CHAPTER SEATTLE, WASHINGTON

Roger Moore
5523 South Avon Street
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206-290-3093
rainierfalcons63@gmail.com
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Jan–Nov. Go to rainierfalcons.com for
more information.

RIVER CITY FALCONS SACRAMENTO, CALIFORNIA

Chapter is currently inactive

SONOMA COUNTY FALCONS FOR FUN CHAPTER SANTA ROSA, CALIFORNIA

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2306 Bellam Court
Santa Rosa, CA 95401
707-799-7795; westcoastfalcons.com
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FALCONS FOR SALE



1965 Falcon Futura Convertible, Body 76A. Rare combination of options, 289, four-speed, Raven Black, Ivy Gold Interior, black top, and previous FCA National Best of Show winner.

The car has 61,000 actual miles and has had a pampered life. Mechanically everything is fresh, body is solid and paint is older but shines like new. Can send more info and pictures. \$24,500. Call Paul, 612-741-4989, paulk@molin.com. MN. 210325

1965 Falcon Ranchero project. V-8 Swap over. Very solid Texas car that needs to be completed. All body work complete; new fresh paint job in Dynasty Green. New upholstery, windshield and rear glass. \$7,500. (no engine, no transmission). Too many new parts to list. Receipts for work done available. Call Kevin, 830-708-9293. Devine, TX. 210209



1965 Falcon Ranchero with Comet front clip, \$9,000. Beige 1964 Caliente hardtop (no engine, no transmission), was 289, four-speed car. Has bucket seats and console, \$3,100. White 1964 Cyclone hardtop (no engine, no transmission) was 289, four-speed car. Has bucket seats and console \$3,700. I have steering column

and pedal to convert to automatic for both cars if you wish. 1964 gold wagon Villager "Woody" (no engine, no transmission) was

289 automatic car. \$2,600. 1965 Caliente hardtop (no engine, no transmission) was six-cylinder, \$800. I have parts cars to make sure these cars are complete. Call, text, email Carlos Vera, 720-281-0940, calicometcarlos@yahoo.com. CO. 210120

1963 Falcon Futura Convertible, 289 V-8 engine, fresh C4 transmission rebuilt Sprint options, disc front brakes, original bucket seats, new gas tank fuel pump, electronic ignition, four-barrel Edelbrock carb, new top, 14" Crager five-lug wheels. Raven Black with red interior. \$15,000. Farrell Woods, 801-791-0764. Leave message. UT. 210499



1963 Futura Hardtop V-8, body 63B (two of 6,400 total production). Two project cars, both virtually complete and nearly identical except color. Rose Beige car purchased new. White car purchased in Colorado. Both stored in heated garage for 25 years but not touched. Each has rust. Sold as a pair, \$2500. West Minneapolis area. Jim, 763-559-6380. 210199

1961 Ford Falcon four-door sedan, fully restored except for motor and transmission; it runs great. Six-cylinder, two-speed automatic. All metal is original except for hood. All parts are from Falcon suppliers. New radio has not been installed. This was my husband's car; I would like to sell, \$7,500. Contact Sandy Barker, 423-263-7404. This is a land line so no texting please, leave message. Etowah, TN. 210499



PARTS FOR SALE

Bucket Seats, \$650; seat covers for two door Sedan Falcon/Comet (new) white front and back, \$225; Fiberglass transmission tunnel, hump, \$50. 390 cu. in. motor/automatic transmission out of 1966 (California) Galaxie, \$550. 390 cu. in. motor/automatic transmission out of 1967 Ford Country Squire, \$850. 289 motor, \$230. C5AE-6015E 7A9 260 motor out of a 1963 SPRINT, \$325. 289 Block and crank, C6AE-6015C 4G8, \$100. Falcon six-cylinder rear, \$100. Falcon three-speed transmission, \$100. Mustang six-cylinder three-speed transmission, \$100. Trunk lids, \$30; fenders, \$75; hood, \$75. 289 motor out of 1965 Futura, C5AE-6015E 5F28, \$325. 302 motor, \$200. Five-lug 13" wheels, \$45. 260 V-8 out of 1965 Sprint, C4OE-6015B 2J8, \$325. I have other '62, '63, '64, and '65 trim, rear seats, motors, glass, auto transmissions and other parts—too much to list! Call Stanley before 9:00 PM, 978-355-4086. MA. 210408

If you are looking for parts for 1960–65 Falcons, give me a call. I have many parts including hoods, doors, fenders, chrome, tail lights, window cranks, a very good grille for a 1965 Mercury Caliente. I also have a tailgate for Comet with chrome, and for Ranchero and station wagons. Bob, 806-683-3550. TX. 210399

Parting '60-'65 Falcons, 13 year collection! Good sheet metal, lots of trim, mechanical parts, etc. Call Steve, 360-430-0143 WA. Thanx for driving a Falcon! 210420

Rebuilt steering box from a 1964 Ranchero. This is the hard to find heavy-duty version that has a 1-1/8" sector shaft. Standard steering boxes have a 1" sector shaft. \$250 plus shipping. Call 412-225-6301 or email paur4s@verizon.net. Pittsburgh, PA. 210212

1964 Falcon convertible parts, stored inside for 28 years. Hood and trunk lid, \$300. ea., both excel. Chevrons, \$150 pair. Heater controls with cables, \$50. Taillight bucket, \$75. Set of 14" wheel covers, \$100. Hinges for doors, hood, trunk, \$25 ea. Front bumper brackets excel. \$240., Rear bumper bracket, \$50; rear view mirror, \$40. Hood ornament, \$40. Convertible top pump/motor, \$125. Front arm rests, \$60. pr. Horn ring, \$25. Radio (core), \$25. Chrome pcs. (six) for front fenders, \$125. Prices OBO plus shipping. Call or text Jim, 865-406-5055 or glwthompson@bellsouth.net. TN. 201229

1962-1969 trunk locks with w/key(s), excellent to driver chrome, two '64 sets keyed for your glove box lock as well, \$95-150 each, ready to install. Good used door locks, all metal with new keys '60-63 sedans/Ranchero/wagons, \$60 a pair, \$80 with ignition tumbler. Three locks, \$110 with glove box lock and bezel, total four-lock set; 1963 convertible /hardtop door locks with linkage, cvt/htp only, \$150 for the pair. '60-61 Comet 13" full wheel covers: two sets, one very nice, one needs some work; \$40-\$80 per set of four; Two to three sets of Deluxe/Squire full wheelcovers, from good driver quality to NOS: \$40-\$200 per set of four depending on condition. '63 Futura 13" hubcaps, amateur re-paint, but nice color and good driver quality, \$75, set of four, five-bolt 13" wheels \$75 each, set of five for \$325; 13" four-lug wheels, \$25 each, or \$120 for a set of five. 14" four-bolt wheels, \$70 each, or set of five for \$300. 13" wire spinner hubcaps #1 excellent-#4 driver condition, \$110-\$550 per set. Six-cylinder dipsticks. \$20 each; 1963 Sprint /Futura side trim: a full set, two arrows, two door strips, 2 1/4 panel strips, Very Good driver quality, \$795. Six pieces; single/pairs of 1963 Futura door trim and quarter panel trim, excellent shape, \$100-\$150; 1963 1/4 panel "Falcon" script, NOS and reproduction: \$30-75 each; Dagenham four-speed complete, bellhousing to yoke, with shifter, nice handle and floor hump, out of a driver Falcon, works good, very complete, \$850; pedals, hardware and linkage available for a complete change-over as well. 1966 Ranchero parts: three sets of doors, '66

Ranchero ONLY, \$150-400 each, '66 fenders and tailgates, \$100-400 each, bed trim with snaps and without out \$395-495 per set complete, '66 Ranchero front/rear bumper cores, \$125 each, also front/rear bumper brackets \$100 per set. 1966-70 clutch/brake pedal sets, complete \$200. '66 Ranchero miscellaneous interior trim and badges \$5-50. Old Fashioned Horsepower: one pair 302 V8 C8OE heads, \$200, one pair 351 C9OE V8 heads, \$350. Six-cylinder exhaust manifolds, good used, correct numbers: C0DE, C1DE, C2 DE, C3DE, \$95.00 each. 1960-61 grilles, driver quality to NOS, \$150- \$400. Remanufactured generators for 260 V-8, still in their boxes, \$195 each. Good used six-cylinder generators, tested, \$85 each. 1904 model Holley carburetors, correct for 1960-61 144/170 sixes; clean cores for rebuild, \$95 each; 12R model Holley carbs correct for 1962 Falcon 144/170 sixes, rebuildable, \$95 each; Heater boxes, no cracks, \$100. Heater motors, good used, \$50 each, tested and working. Blank shift collars to covert a stick shift to floor shift, \$85 each. 1963 four-speed steering column cover, \$200; Good used 2.77 three-speed transmission, \$200; (two) 3.03 narrow pattern three-speeds, \$175 each. All prices are plus shipping. We have a 30+ year collection of Falcon and Comet parts; please call/email with your needs. Call or email Lenny Kellogg at lenkellogg@lpbroadband.net or 970-593-1964 or visit us at www.kelloggsgarage.com. CO. 210421

Ford intakes C6AE-9425-H police interceptor, excellent shape with two brass fittings, \$800. C7 P.I., \$700. Used set FE adjustable rocker arms, \$225. New in box Edelbrock 351 Windsor performer, \$250. Edelbrock X6 F.E. cross ram with partial linkage, \$1,500. Faria 8000 rpm tach. Aug 1965 date code, \$275. Other Falcon and Ford parts. John Simone, 413-336-5307, Easthampton, M 01027 210499

Used Performance Radiator for 1963 Ford Falcon, fully functioning condition, no known leaks, problems or issues, minor fan rash and bumps from use, with cap, \$110; Ring and pinion gear set for 8.7 Ford rear C9AZ-4209-C, for the rare 8.7" rear end, complete with

shims, highly desirable 3.07 ratio, may fit: WER-AC of '73-'77 Ford Granada, Mercury Monarch and Lincoln Versailles, \$135. Photos available; all good used uncleaned condition for full disclosure; buyer to verify applications and pays shipping. Thank you. Chris Parsons, indeoconfidimus@gmail.com. NJ. 201217

NOS parts: C0DF-13206-B, front park/turn signal lamp housing, \$100. C0DF-5630-C parklamp lens, \$24. C0DZ-3A130-A outer tie rod, \$35. C0DZ-3352-B steering arm and bushing, \$75. C0DF-11654-C headlamp switch, \$90. C0DZ-7210-B shift selector lever, \$55. C0DZ-9A586-A & B carb rebuild kits, \$60 each. C0DD-5A283-F, exhaust hanger, \$50. C0DZ-1126-B, rear brake drum, \$130. C0DF-12370-A, Autolite vacuum control, \$36. C0DF-13304-A, turn signal plate, \$30. C0DZ-9155-A, Autolite FG-4 gas filter, \$15. Many more parts available. Keith Litteken 314-480-2556 or kslitteken@aol.com, MO. 210118

New 15" wood to aluminum steering wheel, three-spoke Cobra slotted frame; center hole 3½" with nine rivet holes; stamped Moto-Lita France SA, not Moto-Lita England, \$275. Mickey Thompson F.E. big block cross ram intake, very nice condition; some lineage included, \$1,500. New Performer 351 Windsor intake, \$250. 1963 Sprint air cleaner, original, needs to be re-chromed, \$135. Other Falcon, Galaxie, Fairlane, etc. parts. John Simone, 413-336-5307, Easthampton, MA. 210299 \$500 takes all: from 1961 Falcon two-door wagon: three window regulators plus back tailgate glass and regulator, grille, back seat, drivers front fender, hood plus hinges, motor mounts, some interior trim, glove box door, dash stainless trim and six headliner bows. Jerry, TEXT 530-720-1590 or jhoyt@chicousd.org. Chico, CA. 201207

All side moldings for a 1963 Ford Falcon Sprint, fits two-door hardtop and convertible, front fender arrow moldings NOS, rest fully refurbished; NOS two speed wiper switch for 1964-65 Falcon. NOS instrument panel bezel for 1967 Falcon as well as refurbished one. Kilometer Canadian speedometer for 1967 Falcon. 1967 Falcon Headlamp doors, left and right, NOS; also NOS 1967 Falcon grille with slight shelf wear but never installed. All side moldings for 1967 Falcon Sport Coupe and Futura. Hood lip molding for 1967 Falcon Futura, beautiful condition. Several sets of all dash bezels, four to a set, for a 1964 Falcon Sprint (NOS) as well as refurbished, also several sets fully refurbished and available for a 1965 Falcon Sprint. NOS rear backup light kit for 1963 and 1964 Falcons. Many grille assemblies, not NOS but better than driver quality, for 1965 and 1967 Falcons. Please inquire for pricing, many more pieces not listed as I have 30+ year collection. All prices subject to actual shipping costs, with long side moldings shipped in plastic tubes to avoid damage. Please inquire for your needs. All parts situated in Southern California and shipping charges are actual, no markups. Insurance available at buyer's expense, if requested. Side moldings, due to their length, will be shipped in plastic tubes to avoid damage. Please contact me, Voltaire A. Gomez, at voltairegr@yahoo.com. 210103

PARTS WANTED

Fiberglass tonneau cover for 1964-65 Ranchero. Any color, with or without hardware. Tom Smith 626-372-0150 or tsmithbonterra@gmail.com. 210320

1963 Falcon Delux two-door wagon parts. They must be in excellent condition either NOS or used: front bumper, grille, h/l doors, parklamp/signal assemblies, hood chrome, side trim, bucket seats, tailgate, power and or manual tailgate window parts, tailgate springs hinges etc. Keith Litteken, 11394 Revere Ln., St. Louis MO 63128-1416. Phone 314-480-2556 or kslitteken@aol.com. 210118

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APRIL 2021

THE NATIONAL *Falcon* NEWS
THE MONTHLY MAGAZINE OF THE FALCON CLUB OF AMERICA



April 2021

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
				1 APRIL FOOL'S DAY	2 GOOD FRIDAY	3
4 EASTER	5 Read a Road Map Day	6	7	8	9	10
11 National Pet Day	12 Grilled Cheese Sandwich Day	13	14	15 TAX DAY	16	17
18	19 PATRIOT'S DAY	20	21 Administrative Professionals Day	22 Earth Day	23	24
25	26	27	28	29	30 Arbor Day	